REMARKS/ARGUMENTS

Favorable reconsideration of this application is respectfully requested.

Claims 1-20 are present in this application, claims 14-20 being added by way of the present amendment. Claims 14-20 are supported by, for example, the non-limiting disclosure on pages 12-15 and Figure 2. No new material is believed to be added. New claims 14-18 read on the elected species.

Claims 1-5 and 10 are rejected under 35 U.S.C. § 102(b) over U.S. 4,629,035 (Tanahashi et al.). Claims 6-9 and 11-13 are withdrawn from consideration.

The elevator controller according to claim 1 includes a main control unit for controlling running of an elevator. The control unit calculates a predicted temperature state of a predetermined component of the elevator, compares the predicted temperature state to a range of permitted temperature states, and reduces or increases at least one of a plurality of elevator travel parameters if the predicted temperature state exceeds a maximum of the range or is below a minimum of the range, respectively. The control unit performs an operational control of the component of the elevator based on a result of the comparison. With such a controller, the elevator can be operated in a manner that prevents overheating of the component while allowing efficient operation of the elevator.

Tanahashi et al. describes a speed control apparatus for an elevator. The apparatus, as shown in Figure 1, includes a temperature detector 15 which detects the ambient temperature of the induction motor 5. The temperature is used to accurately calculate the resistance of the rotor so that the appropriate current can be applied. The apparatus is designed to prevent the situation where a temperature change in the rotor changes the resistance and the change in resistance is not accounted for in the operation of the elevator, potentially producing either an overvoltage that may damage the motor or insufficient torque of the induction motor, as

described in column 4. The resistance value of the rotor is calculated after determining the temperature of the rotor, as described in column 3.

Tanahashi et al. teaches temperature compensation of the resistor of a rotor in order to apply an appropriate current value, while avoiding overvoltage or insufficient torque. There is no suggestion of a control unit that calculates a predicted state of the component of the drive unit, compares this state to a range of permitted temperature states, and changes at least one of a plurality of elevator travel parameters based upon the comparison, and performs operational control of the component of the drive unit of the elevator based upon results of the comparison. Accordingly, claim 1 is neither disclosed or suggested by Tanahashi et al.

It is respectfully submitted that the present application is in condition for allowance, and a favorable action to that effect is respectfully requested.

Respectfully submitted,

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